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PURCHASING PROBLEMS

BY W. G. REAVES
Assistant Purchasing Agent

The center line paint situation has improved considerably over the scarcity which existed this past summer. At present the Prison Industries Paint Plant has completed fulfillment of the back-log of orders which it had on hand.

Order Paint Now

Due to the scarcity of other paint products, at present the plant is concentrating on the manufacturing of the more scarce products and is not building up stock on center line paint. The Sign Departments are urged to requisition at an early date their first lot of this item for use this coming summer. At present the Motor Department has an ample supply of this paint on hand.

Electric Fans Available

Last summer we were only able to secure a few of the many electric fans requisitioned. The outlook at this time is very little brighter than it was at the beginning of last summer. The demand for fans will again be strong as warm weather approaches and it is expedient that those of you needing fans requisition them early.

Price Drops Indicated

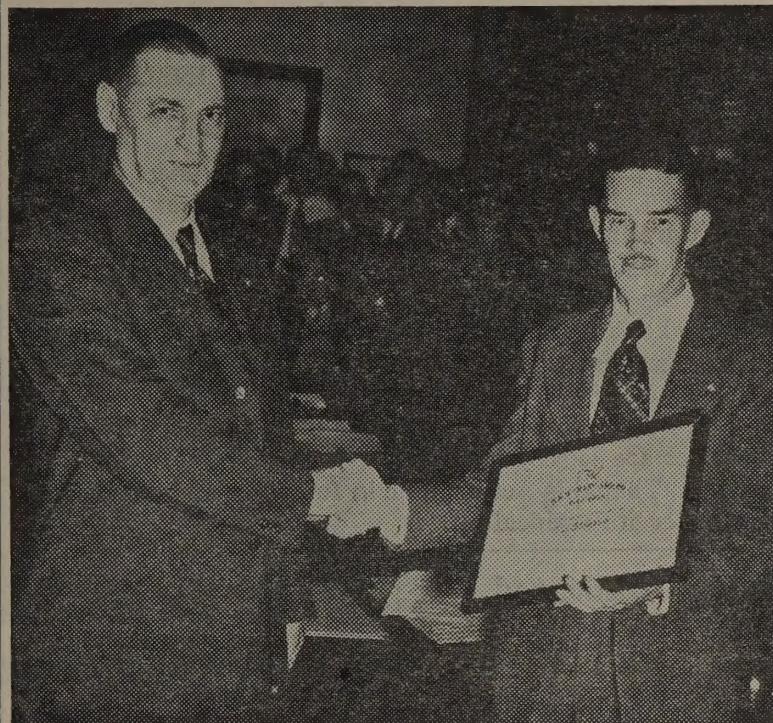
Reports on "Price Shifts" for the week ending January 29, 1947 indicates price drops on a large number of items, while quite a few are still on the upward trend. The report shows that the decline in food prices at the wholesale level is now running strong and that predictions at last week's annual meeting of the Wholesale Grocer's Association were to the effect that a 25 percent drop in wholesale food prices should be expected during the next 12 months. It is further predicted that the trend of prices this year will be moderately lower even tho some industrial prices may continue to rise for a while.

Nail Shortages Continues

The nail situation, in general, is still somewhat critical; however, a few shipments against all orders have now built up the Motor Department's stock on some sizes to where the supply is a little more adequate. Some small sizes are still on the scarce list.

Industrial rubber goods are now
(Continued on page three)

STEARNS RECEIVES AWARD



Chairman A. H. Graham (left) congratulates Cecil L. Stearns at the ceremony held in Raleigh January 22, when the Senior Auditor was formally presented the McCrary Award for 1946. Stearns holds the framed Certificate of Award. (Photo by W. K. Mingis, Bureau of Identification.)

Raleigh—Members of the Highway Commission and a large group of employees gathered in the Commission room here January 22 to witness the presentation of the McCrary Award for 1946 to Cecil L. Stearns, senior auditor in the Accounting Department.

Chairman A. H. Graham, who officiated at the ceremony, handed the Certificate of Award to Stearns and thanked him for the "efficiency, promptness and courtesy with which he conducted his department during the past year."

The selection of Stearns by the Awards Committee will add the second name to the bronze McCrary Award plaque installed permanently in the Commission room. J. W. (Buck) Upton of Fayetteville, division three mechanic, was the 1945 winner.

In a brief talk before the actual presentation, Graham explained how the award originated when a group of highway employees suggested an award to be named in honor of D. B. McCrary of Asheboro, veteran highway commissioner. The award was to be given annually from 1945 to 1954 to the em-

(Continued on page four)

N. C. Planning In 1947 Emphasizes Good Rural Roads

Asheville—County and secondary roads will receive the greatest share of the \$40,500,000 to be spent on North Carolina's road system during 1947, Chairman A. H. Graham of the State Highway and Public Works Commission said here February 3.

Speaking before the 11th annual convention of the North Carolina Farm Bureau Federation, the highway official told the delegates that "in accordance with the Governor's policy to concentrate our efforts on county roads, the Commission has planned the expenditure of the greatest amount of money on betterment of farm-to-market roads."

The highway department spent an estimated \$8,241,839 on county roads during 1945-46, he said, and expects to use an estimated \$14,758,160 on these important rural roads during 1946-47. The advisory Budget Commission has recommended to the General Assembly that \$11,000,000 be allocated each year of the next biennium for the betterment of rural roads.

Must Protect Primary Roads

Graham warned, however, that "in our efforts to concentrate money and materials on secondary roads, we must never forget that the state primary system represents a \$300,000,000 capital investment that must be maintained at all costs."

He explained that several thousands miles of primary highways which were built within the last 26 years have become "functionally obsolete" due to the rapid growth of the volume and usage of the motor vehicle.

New construction and major reconstruction will require at least \$20,500,000 this year, Graham continued, maintenance will require \$16,000,000 and equipment \$4,000,000.

Discussing highway revenues, Graham described how diversion of funds to cities and towns would curtail the extensive county road improvement program. "Any additional funds allocated to cities and towns will come first from secondary road funds," he emphasized, "... because appropriations for state primary construction and maintenance have been kept at the (Continued on page three)

Highway Employees To Get Pay Bonus

Raleigh—The emergency pay bonus long-awaited by highway employees became a reality January 23 when the General Assembly passed Senate Bill 11 after days of discussion and study.

The measure provides a bonus based on a schedule of annual salaries as follows:

Up to and including \$1,200	\$144
\$1,201 to \$1,380	\$162
\$1,381 to \$1,560	\$180
\$1,561 to \$1,740	\$198
\$1,741 to \$1,920	\$216
\$1,921 to \$2,100	\$234
\$2,101 to \$2,400	\$246
\$2,401 to \$2,700	\$258
\$2,701 to \$6,600	\$270

One-half of the total bonus will be paid with the regular February paychecks, and the remaining one-half will be prorated according to the number of monthly checks issued for the remainder of the period ending June 30.

The full bonus will be paid to (Continued on page three)

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ANOTHER EXAMPLE

During the early morning hours of January 26 a drifting lumber barge crashed into the temporary bridge over the Roanoke River near Williamston and halted all traffic on the 13-mile link of US 17 between Williamston and Windsor.

At first glance this incident could be described as a matter of local importance only. The temporary structure, serving traffic while a new, modern bridge was under construction, was only one of thousands of state highway bridges. A short detour was available routing traffic over US 64 and the Albemarle Sound bridge.

However, the accidental closing of the bridge brought a small flood of inquiries to Raleigh, asking when the span would be opened and what travel conditions were in the vicinity of Williamston. Hotel managers and travel agencies said they received inquiries from up and down the eastern seaboard.

Hard-working bridge forces completed repairs on the damaged structure three days later and normal traffic flow was resumed, but the incident served as another example of the vital importance of our highway system to this modern, motoring age in which we live.

"If your knees are knocking, try kneeling on them."

ANOTHER STEP FORWARD

Here is the exact text of important House Bill 92—a measure designed to remove the contingent diversion section from the permanent revenue act and thereby protect highway funds from being used for other than road purposes. The bill was endorsed unanimously by the House Roads Committee and is now before the General Assembly for action.

A BILL TO BE ENTITLED AN ACT TO AMEND SUB-SECTION (B) OF SECTION 105-169 OF THE GENERAL STATUTES OF NORTH CAROLINA TO INSURE SUFFICIENT FUNDS FOR AN ADEQUATE SECONDARY ROAD SYSTEM.

The General Assembly of North Carolina do enact:

Section 1. That Section 105-169 of the General Statutes of North Carolina be, and the same is hereby amended by striking out subsection (b) of said Section and inserting in lieu thereof the following:

"The taxes imposed in this article shall not apply to the sale of gasoline on which a sales tax is collected under another statute."

Sec. 2. That all laws and clauses of laws in conflict with this Act are hereby repealed.

Sec. 3. That this Act shall be in full force and effect from and after its ratification.

**Funds Allocated
For Bridge Work**

Raleigh—The Highway Commission has authorized the allocation of \$800,000 to be taken from division maintenance funds for use on increased county bridge maintenance work.

An increased flow of material during the last six months of 1946 has permitted bridge forces to accomplish more work than the previous allocation of funds would cover, Chairman A. H. Graham told the Commission at its January 22 meeting.

The allocation will be taken from the divisions as follows: Division One, \$71,664; Division Two, \$73,544; Division Three, \$79,832; Division Four, \$80,408; Division Five, \$87,496; Division Six, \$82,200; Division Seven, \$86,936; Division Eight, \$79,016; Division Nine, \$84,016; Division Ten, \$74,888.

The Commission agreed to negotiate the purchase of the Croatan Sound ferries from Mrs. Tom Baum of Manteo, the owner, provided a satisfactory price could be arranged. The Commission has offered \$20,000 for both ferries and slips.

Commissioner Merrill Evans, Chairman Graham and State Highway Engineer W. Vance Baise were selected by the Commission to purchase the vessels which ply between Mann's Harbor and Roanoke Island, and to institute services under a new leasee as soon as practicable.

The Commission approved all low

bids on the projects in the January 14 letting with the exception of the Brunswick bridge project. This was held in abeyance until February 5 when it was approved.

The Commission also voted to enter into an agreement with the City of Concord to replace three small county bridges and one mile of road which will be inundated by rising waters from the City's new water supply dam.

The sale of 30 acres of Craven county prison camp property was approved. E. H. Meadows of Craven county had offered to purchase the land for \$3,050.

A letter from the Mecklenburg county board of commissioners concerning paving streets in rural suburban areas was received as information by the Commission. The Mecklenburg commissioners suggested in their letter that some arrangements be made between the Commission and property owners in the county to permit street construction by the Commission with the owners paying a share of the costs.

**Traffic Count On
Ferries Is Given**

Raleigh—State-operated ferries transported a total of 83,052 vehicles and 145,216 passengers during 1946, James S. Burch, engineer of statistics and planning for the State Highway and Public Works Commission, has reported.

An annual traffic summary of ferries and drawbridges showed

**January Escapes
Make Low Record**

Raleigh—The Prison Department recorded only 16 escapes during January—the lowest monthly total since January 1944 when 15 prisoners fled.

Prison Director Clyde O. Robinson said 20 prisoners were recaptured during the past month.

He announced also the appointment of J. D. Meadows as superintendent of Jackson Camp 1008, replacing James A. Turpin, retired. Dave Sutton will serve as Steward.

Alexander Camp 901 near Taylorsville has been reopened, Robinson said, with A. T. Loftin serving as Superintendent and M. B. Alley as Steward.

Escape ratings for January 16-31 were:

Three Stars
(No Escapes)

Central Prison, Woman's Prison and all others with the exception of the following.

Two Stars
(One Escape)

Camp Polk (Cary), Macon 1009, Columbus 303, Jackson 1008 and One Star

(Two Escapes)

Yadkin (810) and Sanatorium. Mecklenburg No. 1 (703).

Non-Star
(More Than Two Escapes)
NONE.

that the free ferries hauled 65,000 passenger vehicles and 17,597 commercial vehicles last year.

The Mann's Harbor ferry, operating across the Croatan Sound between Dare county and Roanoke Island, carried the greatest volume of traffic among the 10 state-operated ferries with a record of 21,977 vehicles and 40,701 passengers.

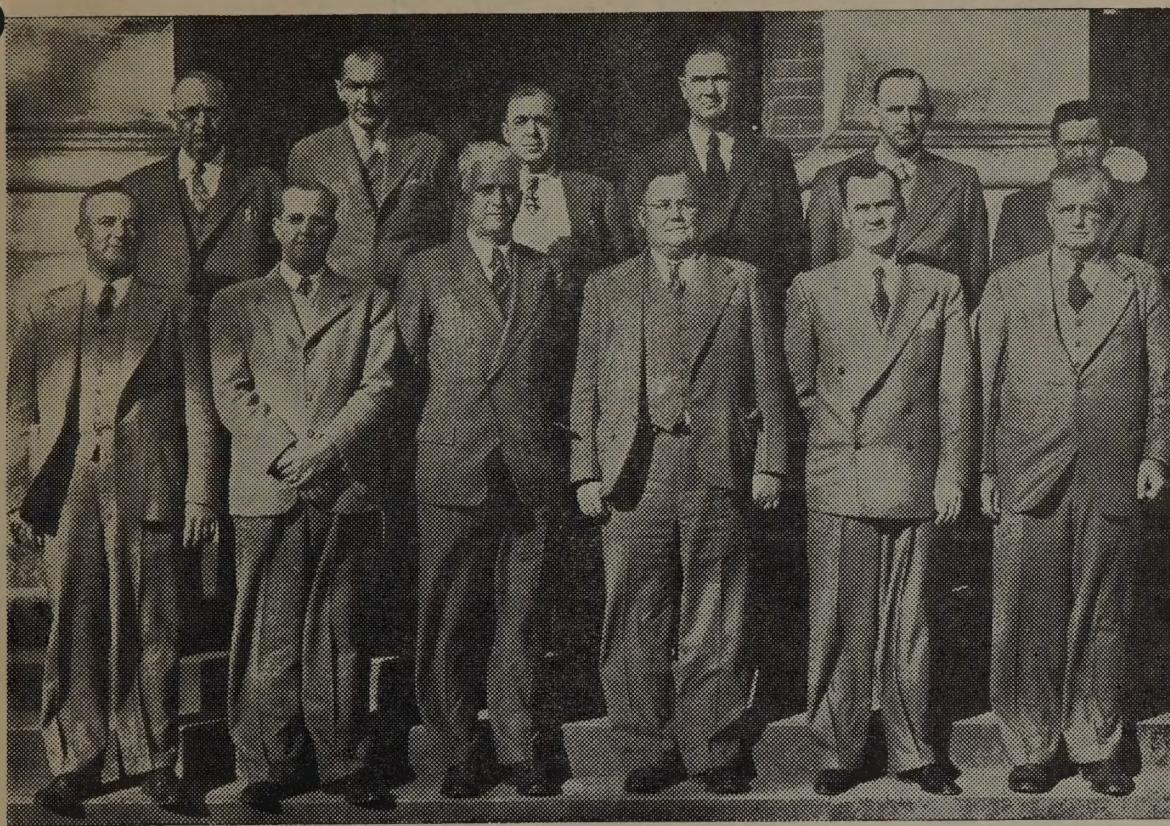
Drawbridge Traffic

Burch said the US 17 and 74 drawbridge across the North Cape Fear River at Wilmington carried the greatest traffic volume among the 27 drawbridges on state highways. The structure had an annual average daily volume of 5,060 vehicles, with 3,779 listed as passenger vehicles and 1,281 as commercial vehicles.

Other ferries' annual traffic volume records included: Oregon Inlet (Dare County), 6,412 vehicles, 24,796 passengers; Tar Heel (Bladen County), 15,263 vehicles, 12,423 passengers; Streets (Craven County), 13,492 vehicles, 22,438 passengers; and Elwell's (Bladen County), 12,069 vehicles, 21,878 passengers.

"Truth doesn't hurt unless it ought to."—B. C. Forbes.

Attend Motor Vehicle Training Course



Here are the Highway Commission Officials who participated in the Third Annual Motor Vehicle Training Course at N. C. State College in Raleigh January 20-24. They are, left to right: Front Row E. L. Green, road oil supervisor, Fourth Division; J. L. Riley, road oil supervisor, Sixth Division; James P. Dodge, safety director; R. C. Speight, road oil supervisor, First Division; Robert A. Burch, traffic engineer; A. T. Hight, road oil supervisor, Third Division; Back Row—S. B. Brinkley, road supervisor, Ninth Division; W. T. Smith, road oil supervisor, Seventh Division; R. M. Mundy, maintenance supervisor, Tenth Division; J. M. Hough, road oil supervisor, Fifth Division; W. B. Pough, road oil supervisor, Eighth Division; C. D. Bass, resident engineer, Second Division. (Photo by State College Publicity Bureau.)

Raleigh—The Highway Commission opened its new safety program by sending a delegation of 12 key men to participate in the Third Annual Motor Vehicle Training Course at N. C. State College January 20-24.

The Commission had the largest representation of any of the concerns participating in the course. Seventy officials of bus and truck companies in North Carolina and adjoining states registered for the study.

The highway officials, selected because of their supervision of large numbers of trucks and drivers, completed the course successfully and received certificates.

Conducted By Ruggles

Conducted by the extension division of State College, the course was directed by Prof. E. W. Ruggles and Carl Seashore of the extension division of Pennsylvania State College.

The registrants attended lectures, classes and were given psycho-physical tests with the latest approved devices. The tests included field of vision, night vision, depth perception, eye dominance, glare re-

sistance, glare recovery and night adjustment.

Practice tests were given volunteer drivers on a special driving range to demonstrate straight line parking, turns, avoidance of other vehicles, precision stops and emergency stops.

Speakers at the course included F. W. Elerle of the West Virginia Department of Vocational Education, J. W. Cole of the Carolina Coach Co., J. K. Crouch of Atlantic Greyhound, Major H. J. Hatcher of the State Highway Patrol and J. F. Bowden of the N. C. Motor Carriers Association.

APPOINTED

Raleigh—George B. Patton of Franklin, former general counsel for the Highway Commission, has been appointed a special Superior Court judge by Governor R. Gregg Cherry.

Patton served as legal counsel from July 1945 to July 1946. He resigned to resume the private practice of law in Franklin.

PURCHASING PROBLEMS

(Continued from page one) being stocked, on a much larger scale, by the Motor Department. This includes rubber hose of all types (steam and water), most sizes of conveyor and transmission Belts, V-Belts, etc. Shipment of a recent large order of hose and fittings should be received in the near future and requisitions can be easily filled from stock.

N. C. PLANNING

(Continued from page one) bare minimum necessary to match available Federal-aid funds allocated to North Carolina each year."

PAY BONUS

(Continued from page one) all state employees who have been employed by the State from November 1, 1946 to February 25, 1947. Any employee entering the service of the State between the two dates will receive a proratable portion of the first one-half of the total bonus.

Lettings Total

\$3,614,772.95

During January

Raleigh—Low bids on two highway lettings during January totalled \$3,614,772.95, Chief Highway Engineer W. Vance Baise has announced.

The first letting, held January 14, involved 52 miles of road work and bids totalled \$1,620,875.55. The second letting was held January 30 and low bids totalled \$1,993,897.40.

The January 30 projects and low bidders were:

Federal-Aid Projects

Bertie—Grading and surfacing of 8.85 miles on NC 308 from a point approximately three miles east of Lewiston to a point approximately 4.5 miles northwest of Windsor, N. L. Teer Const. Co., Durham, \$178,828.50.

Chowan—Grading and surfacing of 8.90 miles from intersection with NC 32 at Valhalla to Cannons Ferry Road, W. L. Cobb Const. Co., Decatur, Ga., \$104,194.00.

Perquimans—Grading and surfacing of 2.77 miles from a point approximately six miles east of Center Hill to Woodland Avenue in Hertford, W. L. Cobb Const. Co., \$59,688.50.

Tyrrell—Construction of a bridge .09 miles long to replace portion of roadway on the relocation of US 64 west of Columbia, Bowers Const. Co., Raleigh, \$54,064.00.

Bladen—Grading and surfacing of 11.26 miles on NC 242 from a point near Bladenboro to US 701, Zeigler Cline Const. Co., Fayetteville, \$188,886.00.

Columbus—Grading, surfacing and structures of 5.92 miles from US 76 at Cerro Gordo north to a point near Evergreen; roadway, Zeigler Cline Const. Co., \$77,413.80; structures, N. R. Pittman Const. Co., Fayetteville, \$19,682.20.

Pender—Construction of culverts on NC 53 between a point approximately four miles east of Burgaw and Jacksonville, E. P. Brinkley Const. Co., Raleigh, \$24,723.20.

Davie—Grading and surfacing of 8.05 miles on NC 801 from a point near Farmington to a point on US 601 5.8 miles south of the Davie-Yadkin county line, P. & P. Const. Co., Concord, \$120,556.80.

Forsyth—Grading, surfacing and structure of 4.25 miles on US 52 from the north city limits of Winston-Salem northwest toward Mt. Airy; roadway, W. E. Graham & Sons, Cleveland, \$200,093.40; structures, Wilson Const. Co., Salisbury, \$66,969.10.

Yancey—Grading, surfacing and structures of 6.8 miles from US 19-E. one mile east of Burnsville north to NC 197 near Green Mountain Depot; roadway, W. H. Anderson Const. Co., Asheville, \$348,822.80; structures, Wannamaker & Wells, Orangeburg, S. C., \$60,304.20.

Buncombe—Grading and structures of 4.68 miles on US 19 and 23 from a point east of the Haywood-Buncombe county line east to the end of Pole Creek Bridge; roadway, A. B. Burton Const. Co., Lynchburg, Va., \$166,719.20; structures, A. B. Burton Const. Co., \$68,981.20.

Cherokee—Bituminous surfacing of 14.11 miles of US 64 between the Tennessee state line and the junction with NC 60, Asheville Contracting Co., Asheville, \$809,942.00.

The wild goose has about 12,000 muscles, 10,000 of which control the action of its feathers.

Highway Officials Attend Institute On Traffic Study

Chapel Hill—Seven officials of the State Highway & Public Works Commission participated in the Traffic Engineering Institute held here January 26-30.

Chairman A. H. Graham closed the four-day meeting with a talk on "The Federal Highway Act in Relation to North Carolina Cities—Traffic Control Relations between State and City Agencies."

The chairman stressed the importance of renewing safety efforts in view of mounting traffic casualties and increasing volume of traffic, and urged the modernization of the state's highways and improvement of county roads.

Surplus Needed

"The public generally may have lost sight of the fact that surplus highway funds that accumulated during the war years because of enforced inaction will be necessary to fulfill immediately the needs of modernizing the system and providing all-weather feeder and farm-to-market roads," Graham said.

State Maintenance Engineer B. W. Davis read a paper on "State Highway System Modernization Needs and Traffic Design Standards" prepared by State Highway Engineer W. Vance Baise, who was unable to attend.

Baise's paper pointed out that "while this state ranked first in the 1920's, it now has one of the most obsolete and inadequate highway systems of any State in the nation. This is bringing about serious conditions when traffic problems have reached an all-time peak and are increasing from year to year. It is imperative that obsolete sections of our highway system be modernized insofar as funds will permit in the immediate future."

Burch Speaks

Speaking at the opening session January 27, James S. Burch, state highway engineer of statistics and planning, described the "Elements of the Traffic and Transport Problems in North Carolina."

He discussed problems on rural highways, rural traffic accidents and the traffic difficulties facing cities and towns of North Carolina. "The rural traffic volume is now about 40 percent above the level of 1938—and in normal years traffic increases at the rate of about five percent per year," he said. "Thus, the problem gets worse each year; and the longer we delay modernization, the more unsatisfactory will our highways become."

R. A. Burch, traffic engineer with

Better Roads Are Expected To Help 1947 Season of Famed 'Lost Colony'

BY HOKE NORRIS

Manteo—If you're coming to Roanoke Island this summer for the tenth anniversary season of The Lost Colony, you'll find that some improvements have been made in the highways leading to this "birthplace of the nation."

Motorists traveling toward Dare County through Williamston by U.S. 17 will note that the bridge and causeway just east of that city have been widened. This eliminates the hazard of a narrow passage for a much-traveled highway.

The Highway Commission has announced that the ferry across Alligator River will be re-established long before The Lost Colony season begins on July 1. This facilitates travel from the coastal country south of Dare County, enabling motorists traveling U.S. 64 to cross Alligator River to East Lake, drive to Mann's Harbor, and cross Croatan Sound by ferry to the north end of Roanoke Island—a short distance from Fort Raleigh.

US 158 Drainage Improved

An improvement which will be welcomed by all motorists driving in this section has been made on the Nags Head Beach Road—or, as Highway 158 is known, the Virginia Dare Trail. Much of this highway along the beach was flooded last summer, keeping many people away from Roanoke Island. The Highway Commission says this won't happen again—conduits have been installed to carry off all surplus water, no matter how much it rains.

And, if you're interested in future travel on Hatteras Island—"The Banks" country—you'll be glad to learn that the Highway Commission has surveyed a route for the first highway south of Oregon Inlet.

Despite the water on the high-

the Highway Department, spoke on "Traffic Control Devices" at the first session, and a discussion was lead by Davis. Burch also led a discussion of North Carolina traffic laws and ordinances.

State Locating Engineer R. Getty Browning assisted in a discussion of "Intersection Channelization." Among the highway officials attending was Safety Director James P. Dodge.

Other speakers included Assistant Director Wilbur S. Smith of the Yale University Bureau of Highway Traffic, Carl Seashore of the Pennsylvania State Institute for

way, the absence of an Alligator River ferry, and the scarcity of new cars, over 52,000 persons came to Dare County last year to witness The Lost Colony in its first post-war season—and even more than that are expected this season, which ends as usual on Labor Day (September 1).

10th Anniversary of Drama

Paul Green, the North Carolina playwright who won the Pulitzer Prize in 1927 for his play, *In Abraham's Bosom*, wrote The Lost Colony in 1937 as a one-season celebration of the 350th anniversary of the two events whose story it tells—the establishment of the first English colony in America, and the birth of Virginia Dare, the first English child born in the New World. It was so popular that first year, however, that it was repeated each summer through 1941, when the war brought a four-year suspension.

The Waterside Theatre, where the play is presented, is in Fort Raleigh, where Sir Walter Raleigh's ill-fated "Lost Colony" was established in 1587, and from which the settlers vanished without a trace. The drama will again have a cast and staff of over 250, including the Westminster Choir, which has come each season from the Westminster Choir College of Princeton, N. J., to sing the powerful music which Green wove into his script. Most of the major roles are taken by a small group of professional actors from New York and the Carolina Playmakers at the University of North Carolina, and native Roanoke Islanders take all the other parts.

Performances will be held this summer at 8:15 p.m. on each of these dates: July 1-6, 9-13, 16-20, 23-27, 30-31; August 1-3, 6-10, 13-18, 20-25, 27-31; and September 1.

NCSEA SUPPER

Raleigh—Five hundred employees, legislators and guests gathered at the Equipment Depot near here February 7 for a barbecue supper given by Units 4 and 11 of the N. C. State Employees Association.

Following the supper, there was dancing in a cleared section of the floor with music furnished by a string band.

Safety Education and Director D. Grant Mickle of the Traffic Planning Program, Automotive Safety Foundation, Washington, D. C.

House Committee Supports Anti- Diversion Bill

Raleigh—The House Roads Committee has reported favorably on a bill to amend a subsection of the permanent state revenue act which would permit diversion of highway revenue for general fund purposes.

The bill as approved by the committee would amend subsection (b) of section 105-169 of the general statutes "to insure sufficient funds for an adequate secondary road system."

The committee's action followed an earlier meeting when the group voted unanimously to sponsor such a measure.

Chairman A. H. Graham of the State Highway and Public Works Commission, speaking at the earlier meeting, told the committee that "any diversion of highway funds or reduction of revenues will mean a reduction of secondary road work."

Graham pointed out that North Carolina had a capital investment of \$300,000,000 in its primary road system and said funds must be available to maintain the state's investment. Any diversion of highway revenue, he added, would strike first at the extensive secondary or farm-to-market road program.

The chairman did not ask for a constitutional amendment to prevent transfer of highway funds to other uses, but declared "now is the time to eliminate the contingent diversion section from the permanent revenue act."

STEARNS RECEIVES

(Continued from page one) employee whose work during the year contributed most to the efficiency and progress of the Commission.

"Many employees did outstanding work in 1946," Graham said, "and we appreciate the response of the employees last year in helping to carry forward our highway program."

Stearns responded by saying "makes me proud indeed to be chosen for this honor." He told the group that his motto for success was "the thought to be worthwhile must be put into action."

Mrs. Stearns, who was present to see the awarding, was presented to the audience by Chairman Graham.

Charles McCrary of Asheboro, a son of the late Mr. McCrary, spoke briefly at the ceremony. He described the award as a "fitting memorial" to his father and should "inspire more faithful and loyal service to the state."